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1-6. (CANCELED)

7. (CURRENTLY AMENDED) A transfer case (1) with a controllable clutch (5), for a motor vehicle with part-time four-wheel drive, for distributing a driving torque supplied via a drive shaft (2) to at least [[two]] first and second output shafts (3, 4), wherein [[an]] the first output shaft (4) can be connected to the drive shaft (2) via the clutch (5) and the clutch (5) can be actuated by an electric motor (9) and a drive converter device (10) [[that]] is arranged between the electric motor (9) and the clutch (5) for converting rotatory motion of the electric motor (9) into translatory actuating motion for the clutch (5)[I.]):

wherein the electric motor (9) is an asynchronous induction motor which is accommodated within the transfer case (1); and

a gear wheel (7) transfers a portion of the driving torque from the drive shaft (2) to the first output shaft (4), and the induction motor (9) is integrated in the gear wheel (7).

8. (CANCELED)

9. (CURRENTLY AMENDED) The transfer case according to claim 7, wherein A transfer case (1) with a controllable clutch (5), for a motor vehicle with part-time four-wheel drive, for distributing a driving torque supplied via a drive shaft (2) to at least first and second output shafts (3, 4), wherein the first output shaft (4) can be connected to the drive shaft (2) via the clutch (5) and the clutch (5) can be actuated by an electric motor (9) and a drive converter device (10) is arranged between the electric motor (9) and the clutch (5) for converting rotatory motion of the electric motor (9) into translatory actuating motion for the clutch (5);

wherein the electric motor (9) is an asynchronous induction motor which is accommodated within the transfer case (1); and

a housing (25) of the induction motor (9) forms a mount for a gear wheel (7) which transfers a portion of [[a]] the driving torque from the drive shaft (2) to the first output shaft[[s]] (4).

10. (PREVIOUSLY PRESENTED) The transfer case according to claim 7, wherein the drive converter device (10) comprises a spindle (16) and a spindle nut (15) arranged thereon.

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11. (CURRENTLY AMENDED) The transfer case according to claim 10, wherein the spindle (16) is rotatably fixed and the spindle nut (15) [[can be]] is rotated by the induction motor (9), and the spindle nut (15), during a closure operation of the clutch (5), has a same direction of rotation as the drive shaft (2).

12. (CURRENTLY AMENDED) The transfer case according to claim 10, wherein the spindle nut (15) is rotatably fixed and the spindle (16) [[can be]] is rotated by the induction motor (9), and the spindle (16), during a closure operation of the clutch (5), has the same direction of rotation as the drive shaft (2).

13. (CURRENTLY AMENDED) A transfer case (1), for a motor vehicle with part-time four-wheel drive, with a controllable clutch (5) for distributing a driving torque supplied via a drive shaft (2) to at least first and second output shafts (3, 4); and

the second output shaft (4) being connectable to the drive shaft (2) via the clutch (5) and the clutch (5) being actuatable by an electric motor (9), and a drive converter device (10) being arranged between the electric motor (9) and the clutch (5) for converting rotatory motion of the electric motor (9) into translatory actuating motion for the clutch (5);

wherein the electric motor (9) is completely accommodated within a housing of the transfer case (1), and a housing (25) of the electric motor (9) forms a mount for a gear wheel (7) which transfers a portion of the driving torque from the drive shaft (2) to the first output shaft (4).

14. (CANCELED)